



The Canal Zone Philatelist



Vol. 37, No. 1

First Quarter, 2001

Whole No. 138

Vice-president's Report

Richard Salz

60-27th Avenue

San Francisco CA 94121-1026

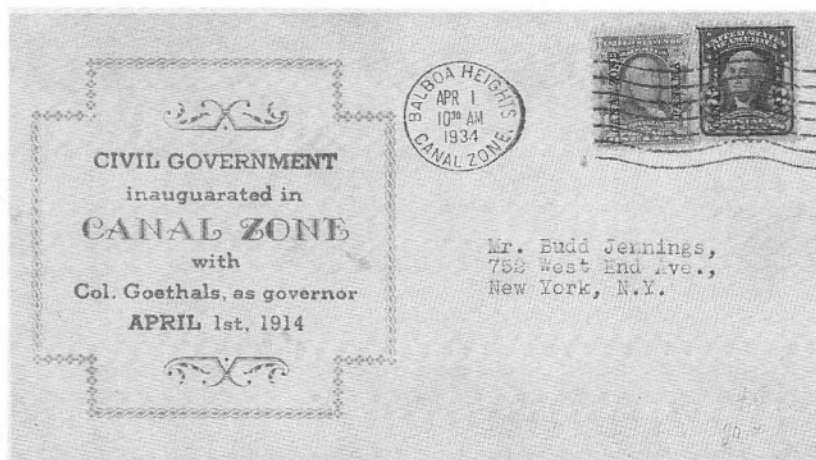
Hello all: Lots of good news involving volunteers; and, as you well know the CZSG is a purely volunteer organization with no one being paid even a dime for all the work they do.

First volunteer is Peter Copeskey of Tucson, Arizona, who has taken over the job of Business manager, formerly handled by Jim Baxter who has moved to Europe. Thanks Jim for your many years of overseeing the mailing of the CZP. We all appreciate your work for the group. We welcome our new Business Manager who volunteered his services at the ARIPEX CZSG meeting in January. His address will appear in the masthead of our quarterly publication.

(Continued on page 9)

Governor Goethals

by John C. Smith



Did you know General George Washington Goethals was the first Canal Zone governor? The cover pictured, celebrates that event. Its interesting to note, the stamps affixed to the envelope and then postmarked at the Balboa post office were not valid for use in 1934. President Woodrow Wilson appointed Goethals the first Civil Governor of the Panama Canal on April 1, 1914, a new administrative entity. He remained as Governor of the Panama Canal through 1916. Its amusing given

today's standards, that his salary as governor was \$10,000 a year.

During his lifetime, General Goethals was the recipient of many other honors from educational to scientific institutions, including the National Geographic Society. Through it all Goethals will always be remembered as the engineer who saw the Panama Canal become a reality. He is the most famous engineer ever to wear the uniform of the United States Army and his place in American and world history is secure!

2001 Mail Sale

Consignments for the 30th CZSG Mail Sale should be sent to arrive no later than June 15, 2001. Certificates are required of Scott First Issue and #15. An inventory must accompany all consignments. Damaged, soiled, or poorly centered copies of lower value stamps as well as ratty covers are respectfully declined and will be returned to vendor. Ship material insured or registered. The sale will close in September. Please send material to **David Leeds**, P.O. Box 491472, Los Angeles, CA 90049.

Coming:

WESTPEX 2001, April 27-29

CZSG meeting Sat. April 28, 1 pm
Cathedral Hill Quality Inn
San Francisco, CA

PHILATELIC SHOW 2001

May 4-6

CZSG meeting Sat. May 5, 12 noon
Holiday Inn, Boxborough, MA

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***The Canal Zone
Philatelist***

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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted.

Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

CZSG Web Site Update

It is now possible to access the CZSG web page by typing in either:

www.czsg.org.

or: **www.CanalZoneStudyGroup.org**

Either will automatically open up the existing commercial web site at

<http://www.stampshows.com/czsg.html>.

The alternative site where information is available is:

<http://home.att.net/~a.bentz/Czsg.htm>.

The latter has a larger image of the Feature of the Month.

Lindbergh's February 1929 F.A.M. 5 Inaugural Flight

Covers and Cancellations

By Armand Cote

Much has been written about Lindbergh's historic flight from Miami to the Canal Zone in early February 1929, but there is little documenting the cancellations of the various Zone Post Offices found on mail for the return flight. To describe the event in detail would be redundant. I would refer you to a 1972 article by Mitch Mayborn¹ for a detailed chronology. A brief summary, however, may be appropriate.

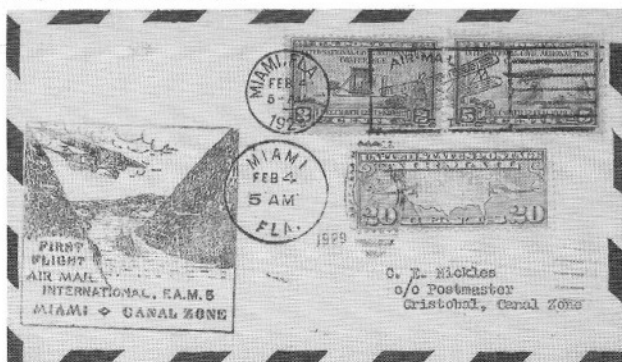


Fig. 1. F5-1 cover with both machine and hand cancels.

This inaugural flight of FAM 5 was the beginning of twice weekly Pan American Airways commercial service Miami to Central America, to be followed three months later by three times a week service. It opened the door to South America only a few months later. It was originally scheduled to take place in mid-January; but was postponed, because equipment was not in place. It departed at approximately 6:00 AM on February 4, which happened to be Lindbergh's 27th birthday. On board the Sikorsky S-38 amphibious airplane, in addition to Lindbergh, was the co-pilot, a radio operator and Juan T. Trippe, president of Pan American Airways, who would be a passenger from Miami to Havana. The plane carried approximately 500 lbs. of mail, almost all being philatelic due to the advanced publicity and anticipation that preceded the flight at a time when collecting first flight covers was a popular hobby. A black rubber-

stamp cachet was applied to all the southbound mail (Fig. 1.). Unlike most of the covers, which were only machine cancelled in Miami, this one is also struck with a clear Miami hand cancel, applied due to placement of the stamps.

Numerous refueling stops were made along the 2327-mile route, in addition to overnight stays at Belize, British Honduras, and Managua, Nicaragua. The plane arrived on schedule at France Field at 4:00 PM on February 6. The arrival was greeted by U.S. Army fighter planes and a small crowd of people that had gathered for the occasion. The mail

A controversy developed regarding the return flight. Panama had issued a special stamp in expectation of having mail carried to Miami on Lindbergh's plane; but the USPOD, which had contracted with Pan Am for the flight, refused to accept the Panama mail. So, since Pan Am had promised to deliver the Panama mail, a second plane was provided, also an S-38, to be flown by R. J. Merritt for that purpose. This flight became known as the "outlaw" flight. Refer to a 1980 article by Robert Karrer² and one in 1989 by Robert Spooner³ for further details regarding the "outlaw" flight. Other researchers have



Fig. 2. F5-1 cover with postmasters Bliss and Hodge autographs.

was dispatched to the Cristobal Post Office where it was backstamped with a 4:30 PM receiving cancellation.

Figure 2 depicts an interesting F5-1 cover mis-addressed c/o H. W. Hodge, who was the Coco Solo postmaster. Gerald Bliss, the Cristobal postmaster, corrected the address and affixed his autograph before sending it on to Coco Solo. In addition to the February 6 Cristobal backstamp, the letter received another on February 7 upon arrival at Coco Solo, where it was also signed by Hodge. It should be noted that Gerald Bliss was a philatelist and contributed much to the knowledge of errors and varieties of the early Canal Zone stamp issues. He also was a prolific "signer," always eager to affix his name to philatelic mail, especially as Cristobal postmaster.

The American Airmail Society has assigned FAM F5-1 to identify the southbound flight and F5-2 for the return northbound flight.

more charitably called this flight a "courtesy flight". Pan Am's second plane was not outside the law, but did circumvent USPOD's arbitrary policy. The Canal Zone had 689 lbs. of mail while Panama flight had only 114 lbs. Since the mail carrying capacity of the S-38 was 500 lbs., there are those who believe that some of the Canal Zone mail was carried on the second plane. A glance at the Cristobal Post Office February 10 waybill (Fig. 3.) supports this opinion. It would seem unlikely that the Post Office would identify the NC number and the pilot of the second plane on the waybill unless that plane was intended to carry Canal Zone mail. It appears that Merritt's plane carried some of the mail, perhaps two sacks, as inferred by the Miami Herald which reported that Lindbergh had delivered 12 sacks of mail to the Miami postmaster³. Since the waybill listed a total of 14 sacks, the other 2 sacks were most likely carried on Merritt's

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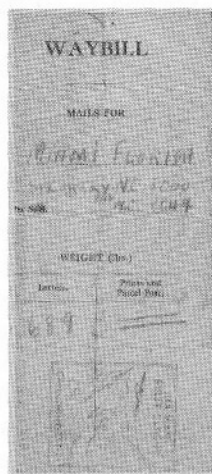
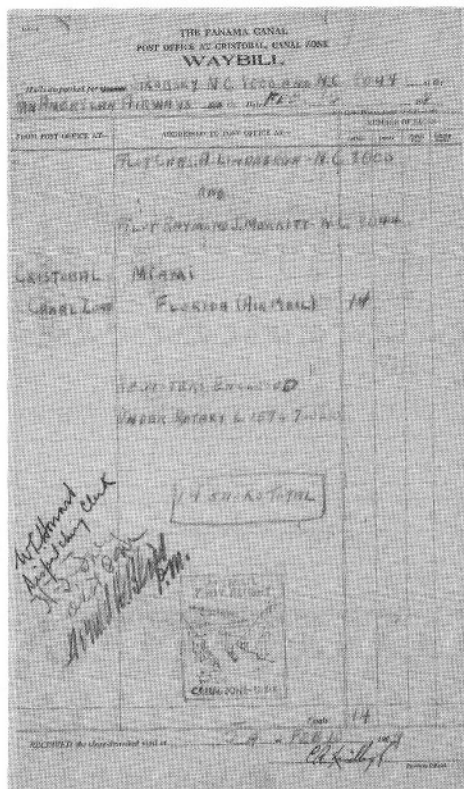


Fig. 4. "Outlaw" cover addressed to Juan Trippe, Pan Am president.

Fig. 3. Cristobal Post Office Way Bill, Feb. 10, 1929
Front and back (small piece). (courtesy Bob Karrer)

plane. In any event, the two planes took off at approximately 6:00 AM on February 10 for the northbound flight. After overnight stops at Managua, Belize, and Havana, Cuba, the planes landed on Wednesday February 13 to a cheering crowd of 3000. The incoming Canal Zone mail was backstamped at Miami and forwarded by air, while the Panama mail was not backstamped and was forwarded as regular mail. It was an unforgivable affront to Panama by the USPOD. See Fig. 4. for an example of an "outlaw" cover. It's addressed to Juan Trippe (Pan Am president). These covers, serviced by Pan Am, were sold to collectors at face, 27 cents.

FAM F5-1 accepted mail from all over the USA, as well as Canada, and F5-2 carried mail originating from all the Post Offices operating in the Canal Zone at that time. Examples have been found for all those Post Offices with the sole exception of France Field. I have spent the past eight years searching for and documenting cancellation varieties of covers carried on F5-2. It's a work in progress, the goal being to identify all combinations of towns, dates and times of day. Many hundreds of covers have been examined at stamp shows, in

auction catalogs, on eBay, and by correspondence with other CZ philatelists, resulting in 29 different town/date/time cancellation combinations that can be documented. Not included

are early cancellations prior to February 4. See the accompanying table for a listing. I am certain that there are other combinations; and I would welcome such information.

CANAL ZONE FEB. 1929 F.A.M. 5 CANCELLATIONS

ANCON	FEB. 9	4:00 PM	CRISTOBAL	FEB. 6 (4:30PM)
			FEB.10	5:00 AM REG
BALBOA	FEB. 6	10:30 AM	FORT CLAYTON	
		12:00 M	FEB. 7	12:30PM
		6:00 PM	FEB. 8	12:30AM
	FEB. 7	8:30 AM	FRANCE FIELD —	—
		10:30 AM		
		3:30 PM		
		6:00 PM		
	FEB. 8	3:30 PM	GAMBOA	FEB. 6 5:00 PM
	FEB. 9	4:30 PM	GATUN	FEB. 4 12:00 M
BALBOA HEIGHTS			FEB. 6	4:30 PM
	FEB. 9	10:30 AM		
		4:00 PM		
COCO SOLO	FEB. 7	(8:00 AM)	PEDRO MIGUEL	
		(10:30 AM)	FEB. 5	5:00 PM
	FEB. 9	REG	FEB. 7	12:30PM
			FEB. 8	7:00 AM
COROZAL	FEB. 8	10:30 AM		5:00 PM
			FEB. 9	7:00 AM

All cancellations are F5-2 except those in () which are backstamps of F5-1 covers.

With the exception of Cristobal, for which two hand cancels have been documented, machine cancels were used at the major Post Offices. Cristobal used Entwistle type M-2, while Ancon, Balboa and Balboa Heights used type M-2b. All other Post Offices applied Hs-11 type hand cancels. Figures 5 & 6 are examples of hand-cancelled covers. Note that the Fort Clayton cover (Fig. 5.) does not have the usual blue cachet; but it was carried on F5-2 as attested by the Cristobal and Miami backstamps.

From my observations, I estimated that more than 90% of the F5-2 mail originated at Cristobal, almost 10% from Ancon, Balboa and Balboa Heights combined, and a very small quantity from the small Post Offices. Cristobal also backstamped the mail from all the other Post Offices with the same February 10, 5:00 AM cancellation that it applied to its own mail. A blue rubber stamp cachet was applied to all F5-2 covers at Cristobal, Ancon, Balboa, and Balboa Heights. The popularity of Lindbergh's flight

was demonstrated by the desire of some enterprising persons to gather quantities of F5-2 covers. One example is shown in Fig. 7. It depicts three covers, all addressed to J.B. Fidanque from the same person (David de Castro Asst. PMG, Panama; a stamp collector) and all cancelled at Balboa on February 6, but at different times of day. Note that the address and return are printed (not typed) on the UC2a stationery. Another prolific cover producer was Emile Mizrahi (who ser-

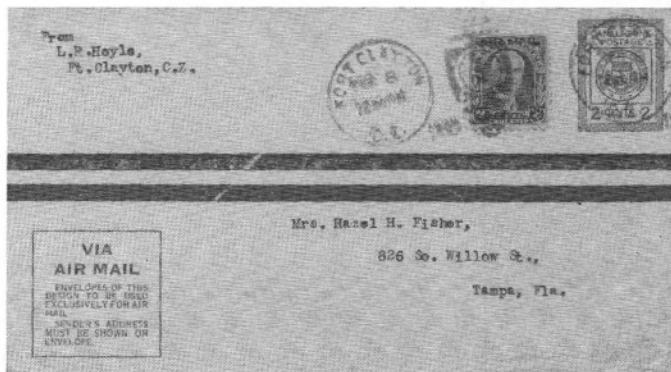


Fig. 5. UC1 Feb. 8, Fort Clayton F5-2 cover.



Fig. 6. UC2 Feb. 8 Pedro Miguel F5-2 cover.



Fig. 7. Three F5-2 covers on UC2a to the same printed address, but with different Balboa Feb. 6 cancellation: 10:30 AM, 12M and 6 PM.

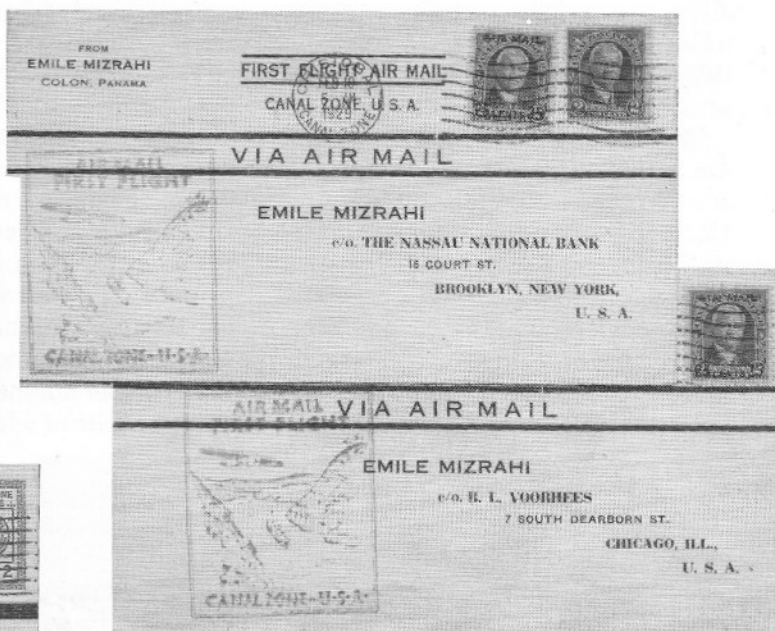


Fig. 8. Two Feb 10 Cristobal F5-2 covers on printed envelopes to and from the same person at different addresses.

(Continued on next page)

viced many first flights). His printed envelopes (two are shown in Fig. 8.) were all franked with Scott C3 & 106 and were posted at Cristobal. He sent them to himself at various addresses. A large quantity of Fidanque and Mizrahi covers were flown on F5-2.

The earliest bonafide cancellation for this flight occurred on February 4 at the Gatun Post office, not many hours after Lindbergh's plane took off from Miami. Some clever soul, perhaps the Gatun postmaster (Tom Whiting), may have had a pipeline to Miami alerting him of the takeoff and allowing him to scoop the field with his early cancellations. Figure 9 depicts a Gatun February 4 cover. Figure 10 shows an earlier cover with the F5-2 cachet, cancelled at Coco Solo on Jan 11 and carried on the flight as attested by its Miami backstamp. It is actually a first day cover of Scott C3, which was held to later be included on the flight. It is especially desirable, having been signed by postmaster Hodge and John Hambleton, vice-president of Pan American and co-pilot on the southbound flight. This cover is not listed in the table since it required special handling unlike the ordinary mail that the table listing was intended to represent.

The Canal Zone issued a 25c air-mail stamp (C3) and two different 2-cent airmail envelopes UC2 and UC2a in preparation for airmail service from the Zone to the U.S. Also available was an earlier 2-cent airmail envelope (UC1) that had been issued for a combination steamer/air service (steamer to the U.S., then airmail to its destination). The new 27-

cent airmail rate to the U.S. was mostly satisfied with C3 in combination with one of the three airmail envelopes or the 2-cent Scott #106. There were many other franking variations, but these four are the most prevalent. Although UC1 had an official first day of May 21, 1928, and January 11, 1929, has long been accepted as earliest known usage date for UC2a, the earliest usage date for UC2 has been receding. Prior to 1970, *Scott's Specialized Catalog* listed February 7, 1929, as the earliest known date. In the late 1960s, several February 6 covers surfaced, and Scott changed its listing accordingly. (I have seen at least 20 UC2 covers dated February 6.) In the 1990s several February 5 UC2 covers were documented, cancelled at Pedro Miguel and flown on F5-2. Then in 1997, a Jan. 19 1929 UC2 usagewas reported by George Sioras.⁴ This one was also from Pedro Miguel; but although it had been issued in anticipation of the Lindbergh flight, it was not flown on F5-2. It was used for steamer/air service. Are there any earlier UC2 usage's out there?

A comment is appropriate regarding Scott catalog values for used entires of early Canal Zone airmail postal stationery. The most glaring overprice is UC2a at \$190. I have seen dozens of UC2a covers from this flight. (There are nine in my collection alone!). Recently, the eBay internet auction has yielded low prices for UC2a covers. In late 1999, one sold for \$20, and another for \$14. In March 2000, one sold for \$30, but in December another received no bids at all in spite of a low \$10 minimum.

The air postal stationery is very common on F5-2 covers and must have consumed a large percentage of the inventory. Therefore, I must subscribe to the opinion that the high Scott prices are for commercial (non-philatelic) covers only. Scott should so denote.

Cristobal hand cancels were mentioned earlier. The one shown in Fig. 11 depicts a cover that was flown both ways, and has both the F5-1 and F5-2 cachets and the Cristobal hand stamp. How exactly it was achieved is uncertain, but it did require a bit of special handling. There are many other covers that were flown both ways, but in most cases, the franking, cancellation and cachet were applied to the back of the original letter. The other Cristobal hand cancel was illustrated by Joel Hawkins in the *CZP* #119:23. It shows a post-dated cover that originally had been delivered uncanceled, although cacheted. The enterprising philatelist returned it to Gerald Bliss who very nicely accommodated him with a hand cancel. Last and probably least documented, is the consideration of registered mail. F5-1 probably had a moderate amount of registered mail, mostly from collectors sending pre-addressed covers to be processed for return on the northbound flight, but there is a scarcity of registered mail flown on F5-2. Three copies are recorded, one of which is depicted in Fig. 12. The UC2 and stamps are tied with a February 9 Coco Solo registry cancellation. Are there any other registered F5-2 covers out there? Equally elusive are double rate letters (52 cents/oz.; 2x25¢ airmail surcharge +

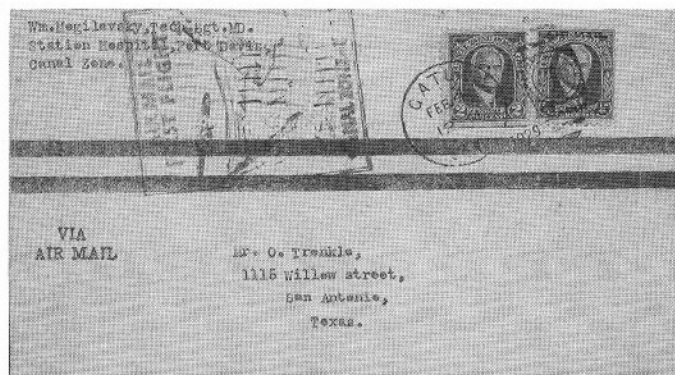


Fig. 9. Feb. 4 Gatun F5-2 cover.

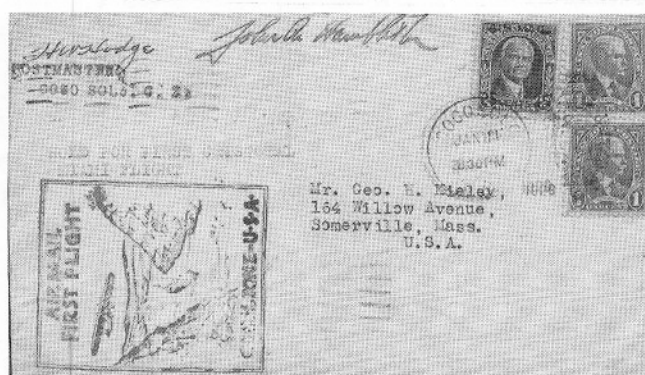


Fig. 10. Jan. 11 Coco Solo FDC, held to be carried on F5-2 flight.

2¢/oz. rate) and postal cards (26 cents (25¢ air mail surcharge + 1¢ postal card rate)) (Fig. 13).

As mentioned earlier, the study of F5-2 cancellations is a work in progress and any information regard-

ing the topic is solicited by the author at 6 Sycamore Court, Atkinson, NH 03811-2727 or arcote@aol.com.



Fig. 11. Two-way F5-1 & F5-2 cover with Cristobal hand cancel. (courtesy Bob Karrer)



Fig. 12. Registered Feb. 9 Coco Solo cover.



Fig. 13. Postal Card flown on F5-2 at 26 cent rate.

Auctions

by Jim Crumpacker

There were a great number of Canal Zone lots available to bidders during the fourth quarter, Oct. 1-Dec. 31, 2000. However, nearly all came out of mail bid sales which do not publish prices realized. Lots at public auction represented only the most slim of pickings although a few condition rarities emerged.

Here are some results from the public auctions of the season. The price realized, to include any commission is shown first, the catalogue value from the 2000 Scott's Specialized follows in parenthesis.

8, used, SUP w/part imprint \$209 (\$90) Siegel
19d, PANAMA reading down and up, OG, H, barely F in pair w/normal \$90 (\$165) Dutch Country

22a, horiz. pair imperf. between, OG, H, XF \$1430 (\$1250) Bennett
33a, double overprint, sl. dist. OG, H, barely F pair \$299 (\$750)
47, OG, H, XF+ \$3850 (\$3000) Bennett
71d, ZONE CANAL, OG, H, VF+ \$578 (\$450) Bennett
73a, complete booklet of 4 panes from the first printing, OG, NH, F-VF \$715 (\$700) Bennett
84a, CANAL only, OG, H, VF+ in pair w/84b ZONE CANAL \$2310 (\$1975) Bennett
91a, ZONE only, OG, HR, VF pair in bl. of 4 containing 2 F-VF 91c ZONE CANAL, plate #18022 in bottom selvage \$2310 (\$2150) Bennett
97d, ZONE only, TG, perf. in at right, in margin bl. of 4 w/3 normals, tear in margin due to foldover \$2310 (\$2878) Bennett

101a, complete booklet of 4 panes, OG, NH, F-VF \$715 (\$700) Bennett

The full names and address of these auction houses are shown below. Kindly mention CZP when corresponding with them about a catalog.

Matthew Bennet Auction Galleries
601 Washington Ave.
Baltimore, MD 21204
Dutch Country Auctions
4115 Concord Pike
Wilmington, DE 19803
Regency Stamps, Ltd.
Le Chateau Village #106
10411 Clayton Road
St. Louis, MO 63131-2911
Robert A. Siegel Auction Galleries, Inc.
Park Avenue Tower, 17th Floor
65 East 55th Street
New York, N.Y. 10022

The 3¢ Surcharged Envelopes, U12 - U15 (UPSS 30 - 39)

By Irwin J. Gibbs, Postal
Stationery Editor

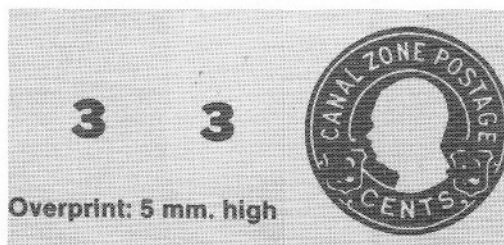
On July 6, 1932 the United States increased the domestic postage rate in the U.S. from 2¢ to 3¢ as well as to all countries in the Postal Union of the Americas and Spain. The Canal Zone Postal administration took the same action. The republic of Panama maintained the same 2¢ rate, thus there was a 50% saving if Canal Zone residents mailed letters in Colon or Panama City.

Section 8 of the Director of Posts' Circular 63, of June 25, 1932, announcing the 3¢ per ounce or fraction there of rate effective July 6 1932. It reads: "on account of the large supply of stamped envelopes now on hand, none of the 3¢ denomination will be ordered in the near future. Those of the current issues will be invoiced at the stated prices and re-tailed at the rates prescribed by section 159 of the *Canal Zone Postal Guide*, plus additional postage". It was also felt that the 3¢ rate might be temporary and might be returned to 2¢.

During July 1932, it was decided to surcharge the 2c envelopes. In Circular No. 65 of July 18, 1932, announcement was made that sizes 5 (UPSS 35) and 8 (UPSS 33) of the 2¢ Goethals type, surcharged to 3¢, were available and would be placed on sale July 20, 1932. Subsequently sizes 7 1/2 (UPSS 32) and 13 (UPSS 34) appeared.

The surcharge consists of two purple numeral "3"s without serifs, 4x5mm, spaced 12mm apart, applied over the original numerals. The surcharging was done at the Panama Canal Press, Mount Hope, Canal Zone.

The master dies of the 2¢ Goethals envelope were engraved by Mr. Benno Basch and were the first envelope dies made by the Bureau of Printing and Engraving. Two printing dies were sent to the envelope manufacture, one to serve as a spare. UPSS 32, 33, 34, 37 and 38 were surcharged on Die 5 envelopes, while

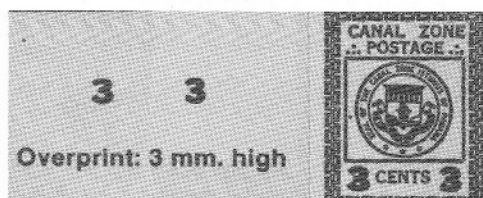


UPSS 35 and 39 were surcharged on Die 6 envelopes.

The embossed Goethals envelopes were manufactured on Harris Rotary presses, by the International Envelope Corporation, Dayton Ohio, who were the contractors to the U.S. Post Office Department, on white paper watermarked "U.S. 1929," with flaps ungummed.

Envelopes of size 5 and 13 sold for \$32.50 per thousand, while the sizes 7 1/2 and 8 sold for \$33.50 per thousand.

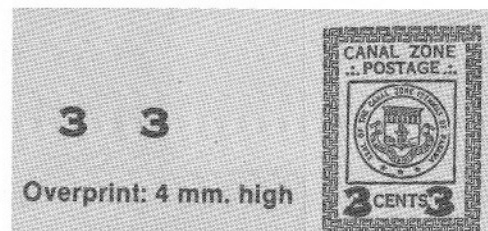
At the same time 20,000 of the 2¢ size 8 (UPSS 13 and 14), locally produced Canal Zone seal type envelopes, were also surcharged. The surcharge overprint on these envelopes was much smaller measuring 21/2x3mm, spaced 10mm horizontally. The 20,000 consisted of envelopes of both Knife P-5 (UPSS 13) and P-6 (UPSS 14). Exact quantities of how



many of each knife were overprinted are unknown, but Knife P-5 (UPSS 30) envelopes are more plentiful than Knife P-6 envelopes (UPSS 31).

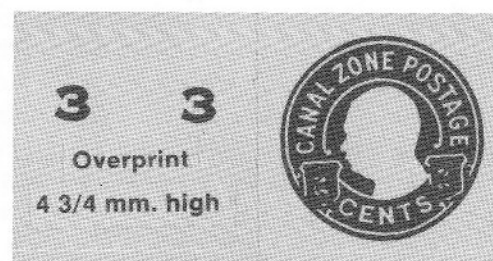
In late 1933 it became apparent that supplies of the 3¢ surcharged envelopes were running low and no new 3¢ envelopes had been ordered. Again, the Canal Zone Press at Mount

Hope was requested to surcharge a limited quantity of additional envelopes. The original surcharge plates had been destroyed and new ones had to be made. The new die numerals were of a different size than the previous dies and the "3" had serifs.



Eight thousand of the locally produced Canal Zone Seal type size 6 envelopes (UPSS 11) were surcharged in violet, the surcharge (overprint) being 33/4x4mm with 7mm spacing. Scott assigned catalog number U14 to this issue and UPSS assigned number 36.

A slightly larger surcharge was also prepared for additional quantities of the 2¢ Goethals type envelope. This surcharge was also in violet and measures 41/2x5mm with 12mm spacing between numerals.



The size 7 1/2 (UPSS 37) and size 13 envelopes came from the same stock of envelopes used in the first surcharge, die 5. The size 5 envelopes (UPSS 39) were die 6.

Finally on February 27, 1934 a new 3¢ Goethals type envelope was ordered and issued June 18, 1934.

(Continued on next page)

Summary

U12 (20,000 total)

UPSS 30	Seal of Canal Zone	Size 8	Knife P-5	(surcharged on UPSS 13)
UPSS 31	Seal of Canal Zone	Size 8	Knife P-6	(surcharged on UPSS 14)

U13

					Quantity Issued
UPSS 32	Goethals	Size 7 1/2	Knife 105	Die 5 (surcharged on UPSS 24)	40,000
UPSS 33	Goethals	Size 8	Knife 105	Die 5 (surcharged on UPSS 25)	40,000
UPSS 34	Goethals	Size 13	Knife 105	Die 5 (surcharged on UPSS 26)	30,000
UPSS 35	Goethals	Size 5	Knife 105	Die 6 (surcharged on UPSS 27)	210,000

U14 (8,000 total)

UPSS 36	Seal of Canal Zone	Size 61	Knife P-3	(surcharged on UPSS 11)
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U15

UPSS 37	Goethals	Size 7 1/2	Knife 105	Die 5 (surcharged on UPSS 24)	5,500
UPSS 38	Goethals	Size 13	Knife 83	Die 5 (surcharged on UPSS 25)	125,000
UPSS 39	Goethals	Size 5	Knife 81	Die 6 (surcharged on UPSS 27)	5,000

References:

Harry E. Huber, "Canal Zone Stamped Envelopes" 1924-1933, *Mekeels' Weekly Stamp News*
 Philip L. Dade and Gustavo Schay, *The Story of Canal Zone Stamps*, Manuscript, 1950

Vice President's Report

Continued from page 1

Second volunteer is David Leeds of Los Angeles, California. We were almost at the point of giving up on the 30th consecutive mail sale when David offered to take over the job. This is a time consuming affair as he will find out, but it can be lots of fun. David will do the sale on the computer, which of course is the way to go. (The 15 sales I have handled were all done on non-electric portable typewriter, which still works, but at my age, I must bow out from running sales). As you know the previous three sales have not been blockbusters in any category. I think this is due to lack of good material and the inclusion of much bad material, which did not sell. In the coming sale we will be most fortunate in having a large amount of material provided by Gilbert Plass, former long time CZP editor and co-author of *Canal Zone Stamps*. Watch for dates in the next CZP

Another subject: CZSG meetings at stamp shows have been quite successful with above average attendance. These get-togethers are a lot of fun, and meeting other CZSG members is

always very enjoyable. To arrange a meeting all it takes is getting in touch with the show organizers and request a meeting room, a time, and a date. As to running the meeting: after everyone introduces himself or herself, the meeting usually continues with "show and tell" and then other presentations.

Next subject: Publications. There are a number of "coming attractions" but we make no promises as to when. But suddenly one will appear along with the CZP and that should be a happy event.

Last subject: Why was the 4th quarter CZP so late? Two main reasons: 1) the typesetter at Owl Printing Co. in Tucson, Arizona had quit her job and it is not easy to train a new typesetter in all the ins and outs of producing a philatelic publication. 2) The binding/stapling machine decided to breakdown after the CZP was off the press and that caused another two week delay while new parts were sourced.

And that concludes my yearly message and with a little luck I'll be back to visit you next year. My thanks to all the wonderful people who have helped to make the CZSG what it is today.

ARIPEX Meeting Report

Fifteen members showed up for the CZSG regional meeting at ARIPEX Tucson AZ on January 20th, a notably larger attendance than normal. The show was a major APS event this year and that undoubtedly helped.

The meeting began with a review of CZSG finances and our intention to get some major publications into our member's hands by the end of the year. These are to include: a CD presentation of Ray Ireson's opus exhibit "The Panama Canal Story", Bob Karrer's work on Naval covers, and the updated UPSS catalog on Canal Zone Postal Stationery.

Volunteers to run the 2001 CZSG Mail Sale were secured, and mention was made of a large offering of Air Mail material for the Sale by a retired member. Show 'n Tell was exceptionally interesting: starting with a presentation of Joe Ross' book on Panama telegraphs. A cover with a genuine - looking "OX" label was passed around. Those present viewed possible new shade varieties of Scott 21 and Scott 102. An outstanding attractive mixed franking of a Special Delivery cover ended the meeting that lasted the full hour of our allotment.

Jim Crumacker

Naval Ship Histories: C-class Submarines

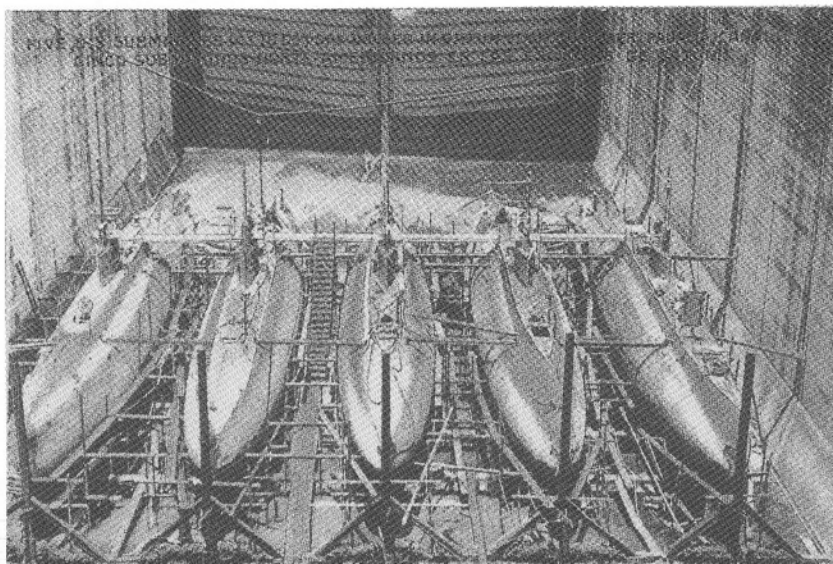
By David J. Leeds

In a recent article on submarines in Panama Canal waters (CZP 137:33-35) reference was made to the *Dictionary of American Naval Fighting Ships*, published by the U.S. Navy in 1955. The 10-volume set is a gold mine of interesting information. The only intent in looking at it at the time was to determine the physical dimensions of the early submarines. The source indicated that there were 5 subs abreast in a dry canal lock chamber. A red flare went up since the dimensions of the subs (from another source) were given as 25' wide. The width of the canal lock chamber is 110'. Too tight a fit to be reasonable. So, to the dictionary.

The alphabetical listings gave rather complete historical sketches, dimensions, shipbuilders, dates, commanders, and a brief rundown of their postings. Please forgive the unintended pun.

What fell out of the reading were itineraries of the ships from commissioning to removal from naval lists. The first group of subs examined were those named "C", as "C-1, C-2, C-, et cetera. This class was the earliest of modern U.S. submarines, and there were only 5 of them. They generally had a displacement of 850 to 875 tons on surface, 1000 tons submerged, 220' length, 20' beam, 13' draft, 15-knot surface speed, and 11 knot submerged. They carried a complement of 15 men. Built in 1909 they served until the end of World War I.

You may remember that the C-3 is the Ocean-to-Ocean sub that carried War Bonds receipts from Cristobal to Balboa. Submarine No. 14 was commissioned 23 November 1909, and renamed C-3, 17 November 1911. After service at Guantanamo, Cuba she reported at Cristobal 12 December 1913. Operations included exploration of anchorages, tactical drills, and harbor defense patrol, until the summer of 1918 when she patrolled off Florida, then returned to Panama. She was placed in ordinary (long-term storage) at Coco Solo 22 August 1919, decommissioned 23 December 1919, and sold [as scrap] 13 April 1920.



U.S. Submarines C1-C5, dry-docked in Gatun Lock.

The philatelic interest of this paragraph is that Canal Zone covers from this ship (**Submarine No. 14, C-3, Tarpon**) could only exist on the dates indicated:

12 Dec. 1913 – Summer 1918

Summer 1918 – 22Aug. 1919.

The same type of data exists for every commissioned naval vessel. Canal Zone tours for all 5 of the C-Class follow:

C-1, Submarine No. 9, Octopus: Commissioned 23 November 1909. While stationed at Guantanamo 29 May to 7 December 1913 was occasionally in Panamanian waters. During WWI she was on patrol out of Coco Solo until 4 August 1919, and sold 13 April 1920. C.Z. dates:

Dec. 7, 1913 // 4 Aug. 1919

C-2, Submarine No. 13, Stingray: Commissioned 23 November 1909. December 1913 reported at Cristobal. Latter part of WWI patrolled off Florida coast, and placed in ordinary at Coco Solo 22 August 1919. Decommissioned in December and sold 13 April 1920. C.Z. dates:

Dec. 1913 // 22Aug. 1919

C-3, Submarine No. 14, Tarpon, See above.

C-4, Submarine No. 15, Bonita. Commissioned 23 November 1909. Reported at Cristobal 12 December 1913. Explored Panamanian ports as advance submarine bases in August 1917. Laid up at Coco Solo from 12

November 1918, decommissioned and sold. C.Z. Dates:

12 Dec. 1913 – 12 Nov 1918

C-5, Submarine No. 16, Snapper. Commissioned 2 February 1910. Cristobal 12 December 1913. A record cruise of the First Group, Submarine Flotilla, Atlantic Fleet – 800 miles from Guantanamo to Cristobal in 5 days, the longest cruise to date under their own power. Decommissioned at Coco Solo 23 December 1919, and sold 13 April 1920. C.Z. dates:

12 Dec. 1913 – 23 Dec. 1919.

A note in *The Canal Record* dated December 17, 1913 gives a bit of history of the 5 C-Class submarines. All 5 boats were part of the 1st Submarine Group, Torpedo Flotilla, Atlantic Fleet. Submarine tender *Castine* escorted the 5 boats from Guantanamo to Cristobal. The *Severn*, a three masted sailing ship was assigned as tender to the Flotilla. No postal slogan markings are reported from these 5 C-Class boats or from *Castine* or *Charleston*. A slogan cancel is known from the *Severn*. The *Severn* was replaced by the cruiser *Charleston*, July 22, 1916.

Later boats bearing these same names (*Tarpon*, *Bonita*, & *Snapper* as well as *Charleston*) were commissioned. Care must be taken to associate the C-Class boats only in the period between 1910 and 1920.

(Continued on next page)

Several picture post cards show the subs "dry-docked" (March 9 – April 11, 1914) for overhaul in a chamber of Gatun Locks (figure page 10).

The purpose of this little exercise is to solicit help in continuing the list to include all the ships that may have seen duty in Panama Canal waters and possibly had postal markings. The dates will assist in identifying covers that lack slogan markings and

geographically explicit return addresses. The only requirement is access to a copy of the *Dictionary* mentioned in the first paragraphs, and a dedication of interest in Panama Canal naval covers. Most major libraries have it. It would also seem that some of our CZSG members may also have personal copies. It may even be on-line.

The soon to be published update of

Bob Karrer's naval slogan listings could be the framework upon which the above could be built. This will not delay the present update project but with a thousand or so ships the data will have to be on disk temporarily until his third edition can be developed.

Please contact the Editor or David J. Leeds, PO Box 491472, Los Angeles CA 90049.

Incoming Special Delivery Mail to Fort Clayton, C.Z. by Robert L. Markovits

Post offices in the Canal Zone generally stocked United States special delivery stamps for sale to their patrons since a fair amount of such mail was sent stateside. But, there was very little special delivery mail going into the Zone since there was no local service.

On December 3, 1937, a special delivery letter utilizing the 16c red and blue air mail special delivery stamp was sent to Mrs. A.R. Underwood at Fort Clayton, in the Zone. The air mail rate at the time was 15c and the special delivery fee was 10c. but the sender put on a 4c Army-Navy commemorative and a 6c regular issue stamps, overpaying the rate by one cent. The corner card pictured the U.S. Army Transport *Chateau*



Thierry. There was no indication that the letter received special delivery service.

Did the post office at the Fort give this letter the special service it was due? No regulations have been found

to indicate that this was required. Any thoughts? Who else has any other incoming special delivery mail. The author would like to know at PO Box 891, Middletown, New York 10940.

Maggie Salz

Maggie Salz, beloved wife of Richard Salz, died in November 2000. The Canal Zone Study Group will sorely miss her.

She was one who worked behind the scenes whenever Dick ran a mail sale. Maggie was always there to lend a hand, or two. She was great at checking and rechecking figures, and with 800 to 1000 lots, there were many figures.

Maggie was a whiz at preparing delicious meals, no matter how many workers were present. I know, as my wife, Ginny, and I were in San Francisco with them to close 10 to 12 sales.

When Dick and Maggie traveled East to help others close Canal Zone sales, she was always around when needed. They helped us close 6 sales and helped Dick Bates with 3 sales.

Also of note, was her work on *Canal Zone Stamps* by Plass, Brewster and Salz. Over a period of four months she pasted-up each of the 361 pages and placed the 681 illustrations in their proper places; and she proof-read the manuscript many times and did much editorial work.

Maggie Salz was one of those special people that will never be forgotten.

George and Ginny Stilwell

Winners

SARAPEX, February 2-4, 2001, Sarasota, FL, Gold, Reserve Grand, and Marcus White Showcase Grand Award: to **Irwin Gibbs**, "Canal Zone Postal Stationery".

ARIPEX 2001, January 19-21, 2001, Tucson, AZ. Single frame Bronze Award to **Jeanne F. Stough**, "Memories of the Canal Zone". The exhibit showed an interesting array of "Closure" cachets, many of which she had developed.

THAMESPEX, October 22, 2000, Waterford, CT. Silver Award to **David J. Smith**, "Canal Zone Postal Cards"; Bronze award to **Jeanne F. Stough**, "My Old Canal Zone Home".

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